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NEW YORK
GIANTS!

AMA SX RETURNS FOR A
BITE OF THE BIG APPLE

BATTLE
OF
BRITAIN!

ARE YOU READY FOR ALL-OUT WAR IN WINCHESTER?



TODD KELLETT | RYAN VILLOPOTO | KEVIN STRIJBOS | XAVIER BOOG

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© SARAH GUTIERREZ

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MIX AT THE ITALIAN GP
© BAVO SWIJGERS



Kevin Strijbos is surrounded by the
hardest working team in the MXGP
world championship paddock



Kevin Strijbos:

NO MORE THE KID!

THE ROCKSTAR SUZUKI RIDER WAS THE ORIGINAL 'KID' BACK AT THE START OF THE CENTURY AND NOW 14 YEARS LATER HE'S STILL MAKING AN IMPACT IN MXGP. HOW AND WHY HAS HE DONE IT? WE PROFILE THE BELGIAN THAT REFUSES TO BE IGNORED...

Words by Adam Wheeler Photos by Ray Archer

At round four of the FIM Motocross World Championship in the middle of last month Kevin Strijbos proved again he is still here. If you listen to any of the Belgian's fans then he had already provided signs of his skill and resilience before that podium finish at Arco di Trento with Pole Position performances in Qatar and Brazil. In the view of Rockstar Energy Suzuki factory team boss, Sylvain Geboers, Strijbos actually has more to offer beyond 2014 with a contract that will run to the end of next season.

So the 28 year old is still very relevant. Even if it feels like he has been part of grand prix furniture forever. If you wanted to pigeonhole the experienced former double premier class championship runner-up (to Stefan Everts no less) then Strijbos is your typical 'grizzled veteran' – a racer who tasted success and attention at a young age, splashed his cash, entered a period of wavering confidence, battered with injuries for the better part of two years, started again at rock bottom with few

friends, faith or finances, sampled resurrection as a privateer and climbed the Grand Prix ladder once more to reach the sanctuary of a factory ride.

That's quite a lot in a 14 year career in the FIM series and a slice of what kids and juniors might be able to expect if they envisage a profession as a motocross racer. Strijbos has of course had to deal with the harsher spotlight that his country throws on to MXGP stars when motocross frequently appears on the national news but that extra pressure and responsibility – that he hasn't always handled so well in terms of expectation – has also been a saving factor with several personal sponsors assisting his ascendancy and re-ascendancy to racing prominence.

In the confines of Suzuki Strijbos has found his homely nest. Upon re-joining the team at the end of 2012 and just after winning the British Championship with Roger Magee's HM Plant KTM UK crew he began his third stint with the impressive Geboers set-up – an operation he left for an ill-fated move to Kawasaki in 2008 and then endured injury-cursed years with Martin Honda. The second Geboers phase consisted of a few substitute outings in 2011. **>>**



TK MAXX!

YOUTH MOTOCROSS SENSATION TODD KELLETT LIVES
LIFE LIKE HE RIDES — ABSOLUTELY FLAT OUT!

Words by Sean Lawless Photos by Nuno Laranjeira

John Bodnar has made the AMA
SX series a much safer place for
the riders with his medical crew



THE FIRST LINE: WHAT HAPPENS WHEN TOP RACERS CRASH?

MXGP AND AMA SUPERCROSS/MOTOCROSS HAVE SOME DEVOTED AND MODERN MEDICAL FACILITIES NOWADAYS AT CIRCUITS ACROSS THE WORLD AND IN THE U.S. WE EXPLORE HOW AND WHY IT HAS NEVER BEEN SAFER TO CHASE A PROFESSION AT THE VERY TOP OF THE RACING TREE...

Words by Adam Wheeler photos by Ray Archer

H

ere's some hot news for you! Motocross and supercross is dangerous. Yep, it's official. Like a packet of those ridiculously expensive nicotine sticks you passively inhale

now and again, MX should come with a warning – 'Caution! You will break bones!'

Cynicism aside, the sport has advanced massively in terms of the attention and treatment that top athletes receive trackside and within the confines of race circuits in the 21st century. MX and SX has certainly followed the Coubertin Olympic principles of 'faster, higher, stronger' as part of its evolution but the measures to ensure safety in line with this progression has tried valiantly to keep up.

AMA supercross and motocross benefit from a dedicated Asterisk truck and staff at every round both indoors and out. That medical crew are even now embarking on their own studies and research from the incidents they deal with each weekend. MXGP has a comprehensive x-ray and scanning facility at each European race with further support from local circuit medical teams and 'evac' routes direct to local hospitals.

As media coverage continues to deepen and

we can receive updates on racers that we follow usually within an hour or two after a crash thanks to social media, there has been an even greater need to showcase that these extreme sports are doing whatever possible to make a perilous activity less so.

Advancement in areas like motorcycle performance, track design, improved safety gear and medical provisions have all come under the spotlight over the past two decades. There is little doubt that each of these four fields has seen headway.

Bikes are faster but more reliable and less demanding, tracks designers are more diligent in terms of preparation and rule-makers establish firm guidelines (no whoops outdoors and spectator distances from markers). Helmets, goggles, knee braces, chest protectors and even boots have all embraced new and tougher materials and composites as well as more focussed R&D. The subject of medical attention at the track has also taken forward steps but maybe this something you might not necessarily have noticed before.

"Some of the riders who are team managers look back and say 'wow, we didn't have anything like that when we were racing', " says John Bodnar, Medical Director of the Asterisk Mobile Medical Center in the USA. "You had to take care of yourself. If you had a sprain then you did your own treatment. If you needed to go to hospital then you went on your own. I think the young guys are definitely spoilt!"

>>

CLOUD NINE!

NINE REASONS WHY JEFF PERRETT WILL BE IN HEAVEN WHEN THE MXGP CIRCUS COMES TO MATTERLEY BASIN...

Words by **Jeff Perrett** Photos by **Sutty**

The British GP is nearly up on us again and on the weekend of May 24/25 the annual pilgrimage to Matterley Basin – which is just outside Winchester – so we can worship the best motocross riders on the planet will once again take place. There are loads of good reasons to go to the British MX GP and here are nine that our man Jeff Perrett believes are worthy cause for getting in your vehicle making that road trip...

001 - THE CIRCUIT

There can't be many of you that haven't already been to Matterley Basin but if you're reading this and you're one of those people then do yourself a favour and get yourself to the British MX GP because the vast venue has to be one of the best viewing motocross circuits in world motocross. The sweeping, green valley alone is so picturesque but to us hardened motocross fans it's almost bordering on utopia with a snaking, perfectly groomed dirt track painting a picture of inspiration right through it.

It's no wonder really because the circuit itself was built by our Lord...no, not the big man upstairs – quite the contrary in fact! By 'Lord' I mean Lord Johnny Douglas Hamilton, the diminutive but hugely talented track builder from Scotland (yes he really is a genuine Lord). Having worked with Johnny on the design and build of the Gore Basin circuit for the British GP on the Isle of Wight in 2004 I can honestly say first hand that he takes his work very seriously and it shows on the Matterley Basin circuit. Of course before he started work on Matterley he also worked with British GP promoter Steve Dixon on giving Matchams Park a facelift for the GP held there.

What Johnny learned while building both of those circuits he has put into Matterley Basin and boy does it show. It's spectacular in many aspects, in its sheer scale, in its immaculate construction and of course in its actual layout. There are some huge technical jumps to keep the riders on their toes and it's littered with some beautiful turns. No more so than the now named 'Everts' corner. A seemingly endless off cambered downhill turn where Stefan Everts famously rode around the outside of James Stewart at the 2006 Motocross of Nations to seal the individual class win and end his career on a real high.





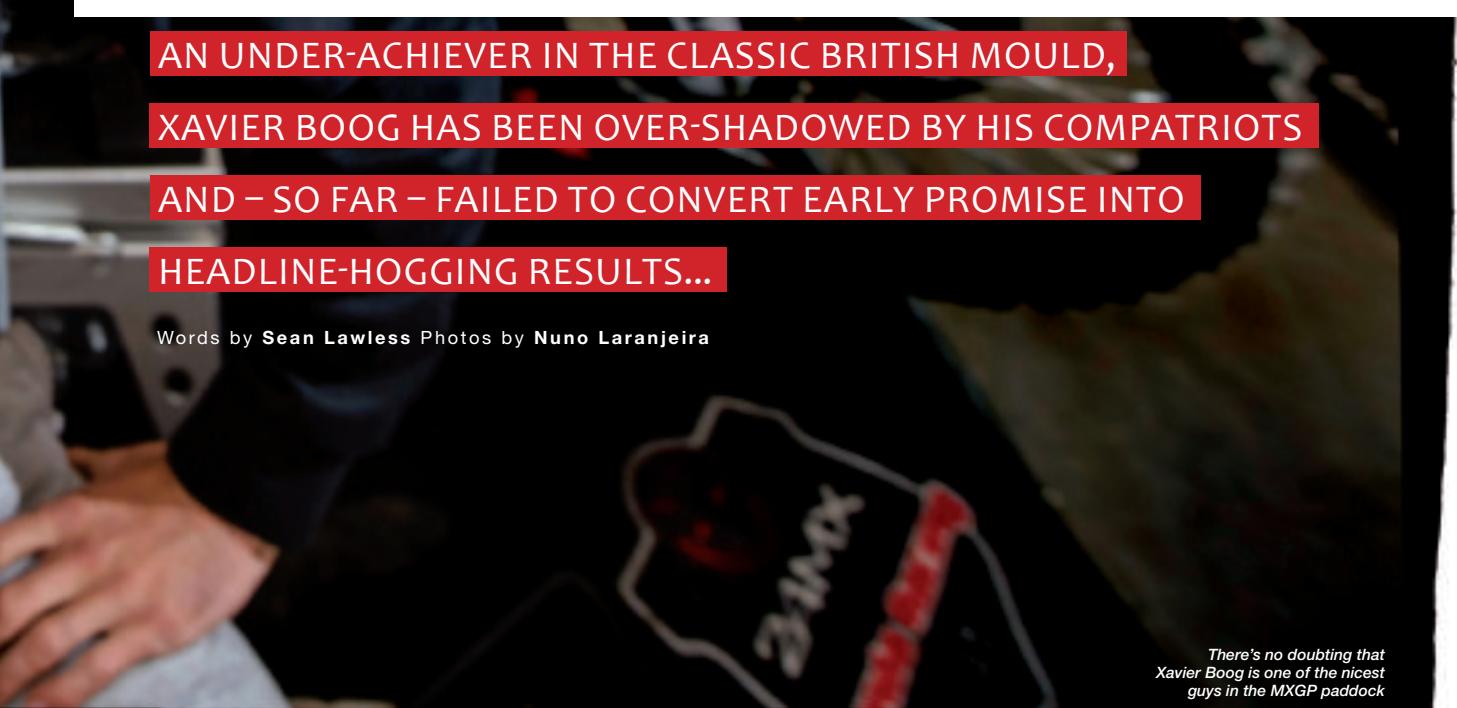


FRENCH BULLDOG!

AN UNDER-ACHIEVER IN THE CLASSIC BRITISH MOULD,
XAVIER BOOG HAS BEEN OVER-SHADOWED BY HIS COMPATRIOTS
AND – SO FAR – FAILED TO CONVERT EARLY PROMISE INTO
HEADLINE-HOGGING RESULTS...

Words by **Sean Lawless** Photos by **Nuno Laranjeira**

There's no doubt that Xavier Boog is one of the nicest guys in the MXGP paddock





THE COACH!

MX COACH RICHARD-MIKE JONES IS IN THE LIMELIGHT AT THE MOMENT AS HIS RIDERS KEEP ON HITTING THE HEADLINES BUT WHO IS HE AND WHAT'S HE ALL ABOUT?

Words and photos by **Mike Gurney**



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